

Message

From: Bunker, Byron [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=DDF7BCF023D241A9A477A2DC75D5901C-BUNKER, BYRON]
Sent: 6/22/2016 6:50:56 PM
To: Grundler, Christopher [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=d3be58c2cc8545d88cf74f3896d4460f-Grundler, Christopher]
CC: Cook, Leila [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=d4536ad140a1461781d78ca67921b02f-Cook, Leila]
Subject: FW: Chevrolet Cruze Diesel: high in-use NOx emissions

FYI

From: David P. Garrett [mailto:david.p.garrett@gm.com]
Sent: Wednesday, June 22, 2016 2:49 PM
To: Bunker, Byron <bunker.byron@epa.gov>
Cc: Wright, DavidA <Wright.DavidA@epa.gov>; Cohen, Janet <cohen.janet@epa.gov>; Ball, Joel <ball.joel@epa.gov>
Subject: RE: Chevrolet Cruze Diesel: high in-use NOx emissions

Thanks for sending this, Byron.

I was aware that a class action suit had been initiated but I have not seen nor am I aware of any of the specific claims. We will assess and be in touch with David Wright as soon as possible.

Best Regards,
Dave.

David P. Garrett
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General Motors LLC

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From: Bunker, Byron [mailto:bunker.byron@epa.gov]
Sent: Wednesday, June 22, 2016 2:35 PM
To: David P. Garrett <david.p.garrett@gm.com>
Cc: Wright, DavidA <Wright.DavidA@epa.gov>; Cohen, Janet <cohen.janet@epa.gov>; Ball, Joel <ball.joel@epa.gov>
Subject: Chevrolet Cruze Diesel: high in-use NOx emissions

Dave,

Attached below is an excerpt from a newspaper article alleging that the Chevrolet Cruze (undefined model year) has a defeat device and exceeds NOx emissions in-use. We will follow up with a more formal requirement for GM to respond, but I am asking that the company provide us a detailed explanation regarding these allegations within the next week. Please work directly with David Wright of our staff regarding the submittal of any information or the scheduling of a follow up meeting.

As you know, we take these allegations very seriously.

Sincerely,

Byron

*** excerpted ***

The complaint states, "In order to appeal to environmentally conscious consumers, GM marketed its Cruze diesel technology as a process that ensured emissions resulted in a 'clean diesel' and that its emissions were 'below strict U.S. environmental standards.' These representations are deceptive and false."

Plaintiffs have tested the Cruze using a Portable Emissions Measurement System ("PEMS"). Testing revealed that the Cruze fails to meet U.S. emissions standards as promised. The U.S. standard is 70 mg/mile.

- In highway driving the Cruze averaged 128 mg/mile with a high of 557 mg/mile.
- At speeds over 70 mph, the average was 231 mg/mile – 1.8 to 8 times the federal standard.
- At stop-and-go driving the average was 182 mg/mile with a maximum of 689 mg/mile – 3.6 to 13.8 times the federal standard.
- When tested at temperatures below 50°F, the NOx was 689 mg/mile and it appears the emissions control system stops working.
- The same is true at temperatures over 85°F, where NOx rates were tested and ran at 450 to 550 mg/mile.

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